

Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 3 November 2022

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Scott Arthur (Convener)</p> 	<p>Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Graham Councillor Lang Councillor McFarlane Councillor Miller Councillor Munro Councillor Work</p>	<p>Alison Coburn Operations Manager</p> <p>Martin Scott Committee Services</p> <p>Louise Williamson Committee Services</p>

Recent news	Background
<p>Trams to Newhaven Update</p> <p>The Trams to Newhaven project remains on schedule to be operational in Spring 2023 and remains within the £207.3m budget approved by Council in March 2019. All major construction, including the full electrification of the line, is scheduled to be completed by the end of 2022 - ahead of a period of testing and commissioning which will start in January 2023. Some final landscaping works will be completed early 2023.</p> <p>Two-way traffic is scheduled to be back on Leith Walk and Constitution Street before the end of the year.</p> <p>There will be a requirement to undertake localised works at times on carriage and footways to resolve defects and to install equipment to support the new tram line, including for example tram communication systems, tram stop fit outs, the installation of overhead line equipment, street lighting and traffic signalling.</p> <p>There remain industry wide issues with the availability of materials and skilled labour which the project continues to mitigate against.</p>	<p>For further information, contact:</p> <p>Chris Wilson</p> <p>Wards Affected:</p> <p>11 – City Centre 12 – Leith Walk 13 – Leith</p>

Following the largest concrete pour of the project in October, there is now tram track laid from Picardy Place to Newhaven.

The project continues to administer the Support for Business package, which includes over 30,000 'itison' vouchers having been issued for use in participating businesses on the route

Engine Idling

On 28 October 2021, the Council approved a motion by Councillor Neil Ross asking officers to engage with NSL to discuss the potential for vehicle emission enforcement by Parking Attendants.

On [31 March 2022](#), a Business Bulletin update was presented to Committee on progress with the actions agreed.

Engine Idling is currently enforced by the Council's Street and Environmental Enforcement Team. Street Enforcement Officers have powers to issue Fixed Penalty Notices (FPNs) to any drivers who refuse to switch off their engines whilst their vehicle is stationary. Historically, drivers have always complied with Street Enforcement Officers' requests and no FPNs have been issued.

Detailed discussions have taken place with NSL regarding the potential for Parking Attendants to support to the Council's Street and Environmental Enforcement Team by issuing FPNs for environmental offences, as well as Penalty Charge Notices relating to parking contraventions.

NSL have advised that they would seek to employ additional resources in order to fully enforce engine idling offences. This approach is strongly recommended as the effectiveness of parking enforcement, providing a safe network for all road users, has been shown to reduce when it is combined with other enforcement duties. Effective enforcement at schools, on arterial routes at peak times and ensuring that parking places are utilised efficiently are all key to delivering a safe and well managed network.

In addition, there are currently over 20,000 residents' parking permits in use in the city as well as several thousand Business, Trades and other permit users, and dedicated enforcement is required to deliver best value for these customers.

For further information contact:

[Gavin Brown](#)

Wards Affected:

All

The proposed additional resources comprise of a team of four enforcement officers and a team leader which would have an annual operational cost of c. £130,000. The cost of training NSL recruits in the issuing of FPNs and the potential costs of updating the current parking enforcement software to incorporate FPNs are also likely to be significant.

The overall cost of providing this service through NSL is likely to be considerably greater than any income that may be received, thereby adding additional costs to the current contract with NSL and further pressures to the Place revenue budget.

Parking Attendants already advise motorists to switch off their engines if they encounter any stationary vehicles which have their engine running whilst undertaking their parking enforcement duties. NSL are happy to continue with this approach at no additional charge to the Council.

In addition, officers will develop a campaign to educate drivers and encourage appropriate behaviour relating to engine idling. It is likely that this will be driven by social media and a selective and sustainable poster campaign reminding drivers of their legal obligation to switch off the engine when parked. Unfortunately, on street leafleting has not always proven successful and subsequent additional littering, as leaflets are discarded, can attract negative attention and add to Waste and Cleansing workloads.

Pavements Clear of Signs

Further to the report approved by Committee on [31 March 2022](#), officers are continuing to gather evidence of issues being experienced on the network as a result of inappropriate use of temporary traffic management measures. Up to date statements and photographs, of both good and bad examples of how temporary traffic management can be deployed, have been prepared. Specially convened meetings have been set up for November and December 2022 to present to all Public Utility companies (PUs) and their Traffic Management Contractors (TMC) and Council services and their contractors, where appropriate.

A meeting between Council officers and all PUs and TMCs is planned to take place in early in 2023. This will focus on delivery and facilitating of key projects.

For further information contact:

[Gavin Brown](#)

Wards Affected:

All

PUs and TMCs are aware that the Council expects greater compliance and improvement to temporary traffic management used in the city. This is being reiterated whenever officers meet with relevant parties on site and is raised at monthly coordination meetings.

Street clutter removal forms part of the Edinburgh Street Design Guidance (ESDG) with teams identifying items to be removed and working with PUs to remove their redundant apparatus. When new signage is being introduced, where possible, existing infrastructure is being utilised. Likewise whenever new hardware is introduced on the network, existing infrastructure/power supplies are always the first option for utilisation to avoid adding additional street clutter.

As part of a street clutter removal programme, officers worked with Living Streets to identify 25 streets that would be assessed for street clutter removal and the following were successfully removed from the network:

- 18 large car park signs;
- 226 bollards;
- 139 signs and poles;
- 64m of Vehicle Restraint System; and
- 300m of guardrails.

Work continues on the delivery of the Pedestrian Experience Improvement Programme and liaison is ongoing with groups like Living Streets, Spokes, Edinburgh Access Panel and Guide Dogs for Scotland to identify issues relating to street clutter and to develop a plan of action for removal.

Monthly Street Design Review Group meetings have been programmed to ensure all teams have input into the development and improvement of the ESDG. This also ensures that the removal of street clutter is a guiding principle of the ESDG and that its implementation, when designing projects and delivering works, ensures a network as free of clutter as possible.

Rather than approach Transport Scotland directly, issues relating to signs on pavements are being raised at National level at the regular Roads Authority and Utility Committee Scotland (RAUCS) meetings. This is considered the most appropriate meeting to submit and discuss proposed updates to Legislation including the Safety at Street Works and Road Works Code of Practice. Any changes in the

codes of practice will need to be progressed by RAUCS, through Scottish Ministers and raised with UK Government due to the fact that the New Roads and Street Works Act 1991 does not solely cover Scotland.

Wardie Bay and Beach Update

Engagement with three landowners has continued to progress a suitable management agreement, lease or similar agreement. This would enable the Council to take on responsibility for the management and development of Wardie Bay and Beach and support an application for bathing designation.

The draft agreement is being developed alongside an assessment of the maintenance requirements (e.g. water quality testing and monitoring, signage and infrastructure, and beach cleaning) to understand the ongoing revenue implications of managing the Bay. Engagement with the community and interest groups will also form part of the process.

A Committee report to allow consideration of the management, financial costs, and public engagement was planned before applying for bathing water status. However, this would likely lead to a delay in being able to apply for bathing water designation for summer 2023, which would be contrary to the direction given by Elected Members to date. In order to minimise any impact on the timescales, officers will discuss with SEPA and Scottish Ministers how we can meet the application timescales, whilst also minimising the costs to the Council where possible.

To help provide information for beach and bay users in the meantime, an agreement in principle has been reached with one of the land owners for a sign board to be installed on the approach to the beach. Several companies have been approached to provide design concepts and outline costings for this.

For further information contact:

[Steven Cuthill](#)

Wards Affected:

4 – Forth

Update on Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction

On [14 October 2021](#), Committee approved the implementation of short term improvements to safety for vulnerable road users, while noting work had commenced on developing more substantive, medium term improvements and that longer term improvements will be

For further information contact:

[Daisy Narayanan](#)

Wards Affected:

14 - Craigentiny/
Duddingston

considered as part of the citywide review of vulnerable road user safety at major junctions.

An update on the short term measures was reported to Committee on [6 October 2022](#). At this Committee it was confirmed that a report on the medium term improvements would be presented to Committee in December 2022, with a report on the Major Junctions Review due in early Spring 2023.

Committee requested that officers ensure that ward Councillors from Craigentenny/Duddingston be included in all future meetings and updates.

17 - Portobello/
Craigmillar

Motion by Councillor Lang - Parking on Pavements and at Dropped Kerbs

At its meeting on [25 August 2022](#), the Council approved a motion by Councillor Lang, with an addendum by the Green group, on parking on pavements and at dropped kerbs.

The Council agreed that a report should be submitted to the first Transport and Environment Committee following the Scottish Parliament approval of the remaining regulations, with a timetable and resource plan to ensure that the band can be implemented across Edinburgh from the permitted commencement date in December 2023.

In addition, the agreed motion requested that the Council begin using social media to raise awareness around the dangers of pavement parking and that a e on priority areas for enforcement which were identified.

The Council's Network and Enforcement and Communications teams are currently working on plans for a social media campaign as requested in the motion.

In addition, a full survey of every street in the city has been carried out to identify the issues with footway parking. This data is currently being analysed to develop the case for prohibiting footway parking throughout the city. Once the data from the survey is analysed, discussions will also take place with the Edinburgh Access Panel.

In the meantime, regular monthly meetings take place with Spokes and Living Streets on these, and other, issues across the city.

A further update on this motion is expected to be presented to Committee in early 2023.

For further information contact:

[Gavin Brown](#)

Wards Affected:

All

On-Street Secure Cycle Parking

108 units have now been installed and are very well used.

Installation of the remaining 72 will be in two tranches, currently expected in Autumn 2023 (subject to completion of necessary Traffic Regulation Orders (TROs)). The installation of these units has aligned to integrate the necessary legal orders with the Strategic Review of Parking.

Uptake

The scheme is very popular, with long waiting lists. There are currently 1,715 people on Cyclehoop system waiting list, while the city's total bike capacity is currently 648. Over 99% of existing spaces are occupied.

Requests

Requests for additional sites have been received from around 1,110 people, with approximately 360 valid new sites being considered.

Further Roll-outs, and Pricing

Subject to a funding bid to Sustrans, installation of a further tranche of 200 is planned to be taken forward during 2023 and 2024. It is proposed to bring a report detailing proposals for this roll-out early in 2023. This report will also address the outstanding actions from Committee on 4 October 2018.

For further information contact:

[Daisy Narayanan](#)

Wards Affected: All

Summary of Cycling Training

Following a request from Committee on 19 August 2021, please find below a summary of the actions being taken in respect of cycle training.

Cycling Scotland

[Cycling Scotland](#) have a wealth of information online regarding types of tuition they offer, including:

- Bikeability Scotland (for children);
- Essential Cycling Skills (for anyone who wants to boost their confidence on a bike and gain the skills required to ride on the road); and
- Play on Pedals (for teaching pre-school children often using balance bikes, which are pedal-less).

Mountainbike technical skills tuition and cycle-awareness training for fleet and learner drivers is also

For further information contact:

[Daisy Narayanan](#)

Wards Affected: All

available. There are also courses designed to help encourage more participation in cycling, to become a cycle ride leader and to build capacity to achieve behavioural change through the “Making Cycling Mainstream” course.

Cycle tuition in schools

Bikeability Scotland tuition is offered to all schools and is run by the Active Schools/ Sport & Outdoor Learning team in Education and Children’s Services with support from the Road Safety and Active Travel team.

Other Resources available for adults

[Way to Work Scotland](#) is a fantastic resource, bringing information from active travel delivery partners into a central place for easy access, designed to be used by people in workplaces where colleague travel is within their remit, and also for individuals to learn about courses, training, support on offer relating to travel to work. A range of [training courses](#) are available, where typically cycling related courses are delivered by Cycling Scotland.

[Essential Cycling Skills](#) is the course most beneficial for adults seeking to have a refresher. Individuals can book online, or alternatively download the Essential Cycling Skills app, or view resources available on YouTube.

Additional outreach is available as part of [Smarter Choices](#), [Smarter Places delivery](#), with provision of bicycles where needed e.g.:

- In Wester Hailes – specifically reaching women and their families, with a focus on encouraging participation with people of black and ethnic minority backgrounds; and
- In South East – youth bike clubs in Moredun and Canongate; health/wellbeing focused cycling group across the area.

For Council Staff

Internally preparatory work is beginning to offer cycle training as a pilot, along with a range of preparatory work to provide access to bicycles (including e-bikes and cargo-bikes for Council business).

Exploratory work with utilising contractual Community Benefits requirements

Some exploratory discussions are beginning, to be able to utilise the contractual community benefits within major construction contracts, whereby the Council can guide these in a way which supports overall active travel behavioural change. For example, asking that the community benefit involves activities which are helpful and supportive to encourage more people to walk, wheel, scoot and cycle – litter picks, cycle-awareness training for drivers etc

Smarter Choices Smarter Places

The Smarter Choices Smarter Places (SCSP) programme is organised into four work packages. Following a request from Committee, please find below a summary of the expected expenditure in Financial Year 2022/23:

Work package	Anticipated Expenditure (£k)
Events	92.5
Community outreach including active travel route promotion	222.5
School engagement	67.5
Research & Policy	72.5
Total grant award	455

For further information contact:

[Daisy Narayanan](#)

Wards Affected: All